





To-day's  
Advertisements.THEATRE ROYAL,  
CITY HALL.

SATURDAY, the 26th May.

GRAND FAREWELL BENEFIT  
CONCERT.

Miss MURIEL ALLEYNE.

Late of

THE DALLAS MUSICAL AND DRAMATIC CO.,

Kindly assisted by

Mr. ALEC MARSH.

Band of the ROYAL WELSH FUSILIERS.

(By Kind Permission)

Lieut. F. J. WALWYN, R.W.M.

Mr. C. H. LAMMERE.

Mr. L. A. DE GRACA.

Mr. J. H. MOIR, R.W.M.

Mr. A. G. WARD.

Mr. G. GRIMBLE.

Mr. E. DANEBERG, and Others.

Commence at 9 o'clock.

PRICES OF ADMISSION: 5s, 2s, 1s.

PLAN at Messrs. ROBINSON PIANO CO., LTD.

J. HERVEY LONGHURST,

Business Manager.

Hongkong, 23rd May, 1900. [673b]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND POCHOW.

THE Company's Steamship

"HAIFAN,"

Captain Roush will be despatched for the

above Ports, on FRIDAY, the 25th instant,

at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIR &amp; Co.,

General Managers.

Hongkong, 23rd May, 1900. [669b]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSU,"

Captain Somerville, will be despatched as

above, on FRIDAY, the 25th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd May, 1900. [673b]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR NAGASAKI AND SHIMONOSEKI.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above

on SUNDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd May, 1900. [673b]

NIPPON Yusen Kaisha.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,

LONDON, COLUMBO AND

SINGAPORE.

THE Company's Steamship

"KANAKURA MARU,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godown at Kowloon, where each

consignment will be sorted out, marked by mark

and delivery can be obtained as soon as the

goods are landed.

Optional goods will be carried on unless

instructions are given to the contrary before

Noon, TO-DAY.

Goods not cleared by the 30th instant, will

be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in

the Godowns and Notice of same sent to this

Office before the 2nd June, or claims in con-

nection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 23rd May, 1900. [670b]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"LOREALIST,"

Captain "Tien" will arrive from the above Ports, Consignees

of Cargo are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godown at Kowloon, where each

consignment will be sorted out, marked by mark

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Hongkong, 23rd May, 1900. [669b]

INDO-CHINA STEAM NAVIGATION

COMPANY LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"KUMANG,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after Noon, the 26th instant, will be

landed at Consignees' risk and expense into

Godowns at that Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

J. B. DINE, MATHEWSON &amp; Co.,

General Managers.

Hongkong, 23rd May, 1900. [668b]

To-day's  
Advertisements.

## NOTICE.

UNDER the Authority of the Court of  
Directors, I have To-day given over  
CHARGE of the Hongkong Branch of THE  
CHARTERED BANK OF INDIA, AUSTRALIA  
AND CHINA to Mr. T. E. SANSON,  
D. W. GILMOUR,  
Acting Manager.

Hongkong, 23rd May, 1900. [672b]

## EYE-SIGHT.

## NOTICE.

I am continuing my Sight Testing Rooms  
in Hongkong at (W. BREWER & CO.) which  
during my ABSENCE will be IN CHARGE  
of Mr. McIVER member Ph. Sy. A Register  
of all Glasses supplied by my constituents in the  
Far East is kept here, and any kind of Ordinary  
or Special Lenses can be obtained.

REPAIRS A SPECIALITY.

Hongkong, 23rd May, 1900. [674b]

ZETLAND LODGE.

## NOTICE.

A REGULAR MEETING of the above  
LODGE will be held at the FREMANTON  
SOCIETY, Zealand Street, on FRIDAY,  
the 1st June, at 8.30 for 9 p.m. precisely.  
Visiting Brethren are cordially invited to attend.  
Hongkong, 23rd May, 1900. [675b]

## Intimation.

The destroyers "Fame" and "Hittling" put into

Swatow on Sunday last, the former having

some slight repairs to do to her machinery.

They left again at 11.30 a.m. on Monday.

Mr. William Cross, the Jamrach of Liverpool,

is dead. He had a very large establishment of

wild beasts, etc., in Earle Street, and was one

of the largest buyers of foreign animals in the

United Kingdom.

The news of the relief of Mafeking reached

Swatow on Saturday last and was the occasion

for general rejoicing amongst the British

residents. On Sunday all the British vessels in

port dressed ship.

The new sheep-flea recently erected by the

Wharf and Godown Co. at Kowloon, have had

plenty of work of late. It is now no longer

necessary for a vessel to go to the docks to

have a steam launch or an extra heavy package

hoisted in or out.

A PRIVATE letter from Wei-hai-wei, dated 16th

inst., states that the Admiral left Taku in

the "Albatross" on the previous Saturday, on his

way to Peking and that Sir Claude Macdonald

was said to be ill and suffering from some

nervous complaint.

A MEETING of the Sanitary Board will be held

on Friday, 25th May, at 4.15 p.m.

ORDERS OF THE DAY.

1. Letter from Dr. Harston relative to Lime-

washing.

2. Reopening of the Branch Plague Hospital

at Kennedy Town.

3. Preliminary Report by the Medical Officer

of Health on the epidemic.

4. Further reply of May 15th, 1900, relative

to the removal of the animal at the Western

end of the Cricket Ground.

5. Chapter IV of the Report of the Indian

Plague Commission which deals with Anti-

Plague inoculation.

6. Letter relative to Bubonic Plague in

Manila.

7. Report relative to the destruction of rats.

8. Mr. Edmond Osborne, pursuant to notice,

will move—

"That the Sanitary Board are unanimously

of opinion that the Assistant Medical Officer of

Health is urgently needed, as the duties and

responsibilities of the Department are more

than one Medical man can be reasonably

expected to undertake."

AGENDA.

1. Four applications for exemption from

consuming backyards to existing houses.

2. Application for exemption from "House

to house visitation."

3. Further return of the progress of Bubonic

Plague in Taiwan, Formosa.

4. Further statement of the progress of Bubonic

Plague in Bombay City.

5. Result of the analysis of a sample of Milk

taken from the Wo Hop Dairy.

6. Fortnightly lime-washing return.

7. Mortality Statistics for the weeks ended

5th and 12th May, 1900.

8. Monthly Returns from Macao for the

weeks ended 6th and 13th May, 1900.

9. Sixteen applications for licences to keep

swine.

## THE WAR.

## THE RELIEF OF MAFEKING.

## CAPTURE OF THE BOER

## FORCE AND GUNS.

LONDON, May 21st.

The Daily News correspondent at

Lourenço Marques 20th inst. wires

that the British, on the 17th inst.,

captured the entire Boer force round

Mafeking, including the guns.

## THE ADVANCE IN THE FREE

## STATE.

The British have occupied Klerks-

dorp unopposed.

## THE RELIEF OF MAFEKING.

## MAJOR BADEN-POWELL

## PROMOTED.

Sir A. Milner wires to Mr. Cham-

berlain that Mafeking was relieved

on the 17th inst., by a composite

force of about 2,300 under Col.

Mahon.

The Queen has promoted Major

Baden-Powell to the rank of Major-

General. General Hunter is pushing

up the railway with supplies for the

Mafeking garrison. The sick and

wounded will be removed to Kimber-

ley.

## GENERAL.

GREAT BRITAIN, RUSSIA AND  
COREA.Mr. St. John Broderick replying  
to a question in the House of Com-  
mons, said that the rights of British  
subjects at Masunpho would not be  
limited by the Russo-Corean agree-  
ment.

## THE COMMONWEALTH BILL.

Mr. Chamberlain said that an  
agreement had been reached with  
the Australian delegates, by which  
the Imperial appeal would be fully  
maintained in every case where other  
than Australian interests were con-  
cerned.

## LOCAL AND GENERAL.

The departure of the *Japan* has been further

postponed till 4 p.m. to-morrow, the 24th inst.

J.M.S. *Bombardier* is shortly expected toarrive from Manila, the *Pique* having left Singa-

pore to relieve her.

To-morrow, Thursday, being Queen's birth-

day and a public holiday, there will be no issue

of the *Hongkong Telegraph*.H.M.S. *Undaunted* is expected from the North

on Friday next. She will dock here and then

proceed to England to be paid off.

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some slight repairs to do to her machinery.

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## LEGAL INTELLIGENCE.

SUPREME COURT.  
CRIMINAL SESSIONS.(Before Mr. Sereno Smith, Act.  
Puisne Judge.)

May 22nd.

## THE COFFEE PLANTATION ROBBERY.

(1) Lam Choi, (2) Hung Sing, (3) Hung Chung, (4) Tong Sheung, (5) Hung Lai, (6) Wong Lai Wan, and (7) Lam Kin were charged on two counts, the first being armed robbery, and the second receiving stolen goods.

Mr. H. E. Pollock (instructed by Mr. Bowley) prosecuted. Mr. E. Robinson, defended the third, fourth, fifth and seventh prisoners.

The prisoners pleaded not guilty on all counts.

The following gentlemen composed the jury:—Messrs. A. Muller, D. Haskell, K. P. Herbst, E. Kelly, E. Perin, E. S. Joseph and J. A. Gubbins.

Mr. Robinson called witnesses for the defence one of whom in cross-examination by Mr. Pollock admitted having been present at the time when the stolen articles were brought into the warehouse.

Mr. H. E. Pollock then addressed the jury and his Lordship summed up. At first the jury asked for the case to be adjourned until to-morrow. His Lordship said he was unable to comply with their request as he had another case next morning. At the conclusion of his Lordship's summing up the jury retired for about twenty minutes and then brought in a verdict of guilty against the first, second, third and fourth prisoners on the second count; guilty on both counts against the fifth and sixth prisoner and not guilty for the seventh prisoner.

His Lordship sentenced the first four prisoners to two years imprisonment each and the fifth and sixth to seven years and to receive 20 strokes with the birch within seven days of their imprisonment. The seventh prisoner was discharged.

The Court rose at 8.45 p.m.

## IN ORIGINAL JURISDICTION.

(Before Mr. John Carrington, Kt., C.M.G.,  
Chief Justice, and Mr. Sereno Smith,  
Act. Puisne Judge.)

May 23rd.

## SHELL MONOPOLY CASE.

This morning at the Supreme Court the Shell Monopoly case came on again for hearing before a full Court. Mr. Hamilton Sharp, instructed by Messrs. Deacon and Hastings, appeared for the Plaintiff (Li Hing Co.) and Mr. Slade, instructed by Messrs. Wilkinson and Grist, for the defence.

Mr. Sharp, before opening the case, said there were many points on which they had already agreed, but when he was asked to admit that defendant was an inhabitant of a certain village for some certain length of time, it was impossible for him to do so, as he really did not know. The main facts in the case were very important and had been mostly mutually admitted; the real contention was one of law.

Mr. Slade said the question concerning the man's habitation was of small importance. Was his learned friend willing to admit that Chinese fished in the locality as far back as the memory of living men?

Mr. Sharp said they had done so, but there had been an ancient war against these itinerant poachers.

His Lordship ruled that the better plan would be to prove the facts.

Mr. Sharp said that it was unnecessary for him to go into the facts of the case at length, as they were already well known to their Lordships. The history of the case was roughly:—A Convention was entered into during 1898 between Her Majesty the Queen of England and the Emperor of China for the extension of the Colony of Hongkong. By the terms of that convention the Crown has rights over some coral and shell beds. It is not clear whether there are actually coral beds, but they have always been known as coral and shell beds. From these beds for a great number of years dredgers have gathered shells for the purpose of lime burning. It is also doubtless that concessions have been granted by the Chinese Authorities of certain of these beds, not all, but some, and within the memory of living men there has been an ancient war between these concessionaires and itinerant poachers, the poachers maintaining the same moral rights as their brothers in England do concerning the game laws. On October 4th 1899, the first lease of the Crown to the first lease of the Hongkong Government to one Li Hing. This lease was identical in the same terms as the one under which the present case was instituted. It was one for the land known as Langtau Island Marine Lot No. 2. This was the first lease granted by the Government, and it was immediately followed by protests, petitions and outcries, from itinerant dredgers, limeburners and contractors, they alleging that it would increase the price of lime. A Government enquiry was then made. The concessionaires, however, were able to sell their lime more cheaply than their competitors.

Mr. Slade here interrupted with the observation that all this was extremely interesting, but hardly relevant to the case now claiming the attention of the Court.

Mr. Sharp contended that it was relative to the subject. He was allowed to continue.

These petitions were disallowed, and the petitioners finding themselves unable to break down the lease by law, leased a piece of land adjoining, Marine Lot No. 2. The terms of the second lease were in every way identical with the first, with the exception that the rent was smaller, as the area was less.

Mr. Sharp then called evidence as regards the facts, the first witness being Inspector Kemp, who said he was Inspector at Tsim-ta-tai water police station at Kowloon, and remembered the charge against five junk owners. The charge was dredging in a prohibited area and robbery. They were all bailed out the same day. He saw coral taken out of the junks. It was the same as sample produced.

Mr. Slade admitted the material.

Witness continuing, said there was on an average 20 piculs per junk. It was all dead shells, there was no living fish or shells in the junk. Wong Shing whose boat was No. H. 724 was one of the masters. Sergeant Carr had a charge he brought two men from the Li Hing firm with him, who said the coral was the property of their firm. The junks and coral were detained until the case was discharged at the Magistrate, when it was returned to the defendants. He had received instructions from the Captain Superintendent of Police to arrest people found dredging on these areas, and charge them with larceny.

James Henry Carr said he was full sergeant in the water police. On the 8th of January last, between 6 and 7 a.m., he went to Ping Chau Island, in accordance with instructions received. He brought two men from the Li Hing ship is situated. He made enquiries concerning the complaints against the dredgers on Marine Lot No. 1. He was told to go to Wah Shing, a jeweller's shop in Queen's Road. He went there and Li Po showed him a plan

of the leased land, and he marked down roughly on his chart the boundaries. On January 8th, while on duty in the No. 1 police boat, when near Chau Chung Island, he saw five junks at anchor. The crews were working at the windlass, and he saw a small boat unloading the shells into a junk. He went on board junk No. 302 and asked the master if he knew that he required permission to gather shells there. He was answered in the negative. He sent a boat to fetch the other four masters, and when they arrived he asked them the same question, and received the same reply. He left a man on each of the junks, and took the masters to the Li Hing firm to discover if they had received permission. They had not done so. He returned to the junks and took them to the water police station. Defendant said he had fourteen piculs of shells on board. They were dead shells.

Mr. Slade admitted that they were dredging for shells, and had special boats etc. for this purpose. They did dredge for shells for purposes of lime burning.

His Lordship said this was practically an admission of facts.

Mr. Slade explained that he contended that they had a perfect right to dredge for these shells.

Witness continuing, said that the Li Hing firm were willing to prosecute, but his own name was put on the charge sheet.

Chan Kwai Chai, one of the Plaintiffs in the case, said he was the lessor of Marine Lot No. 2, Lantau Island, and Member of the Li Hing firm since December 20th of last year (date of lease). They had two leases; the present one was granted to Li Hing Chun and himself.

Mr. Slade admitted the lease.

Witness—By the lease he was to pay Government \$300 a year, and incurred some other small expenses, such as building lime kilns. Watchmen were engaged, and money was spent in Hongkong.

Mr. Slade formally objected to this evidence, as it was wasting time, and was not relative to the case.

Mr. Sharp said it was relative to the question of damages. They did not, however, intend to press for damages, but he wished to show the bona fides of his clients, as regards the lease.

His Lordship asked Mr. Sharp to cut this evidence as short as possible.

Witness—They engaged junks to dredge, and allowed others to do so, on payment of one candreen (1.4-10th cents) per picul. They had two junks, and some boats of their own.

Case proceeding.

GREAT EASTERN AND  
CALEDONIAN GOLD MINING  
COMPANY, LIMITED.

The following is the Report for the month ending 14th April, 1900:—

To the Directors of the Great Eastern and Caledonian Gold Mining Co., Ltd.

Gentlemen:—During the past four weeks the following work has been done in your mine in Caledonian Main Shaft:—The Contractors have advanced the bottom level North a further distance of 54 feet making a total of 90 feet from the Crosscut. After driving about 6 feet, the reef mentioned in my last report cut out, and we have since been driving the blank ground, but now we have a small leader in the face, from which I have taken samples, but found that it contains no gold. I started to stop over this level, but the reef pinched very small, and only showed a few colors of very fine gold when prospected. Stopping has since been discontinued, and a trial crushing from the North level and stage cleaned up, the result being very unsatisfactory, only getting a little amalgam from 24 tons crushed, which has been put in with the trial crushing from the Caledonian Underlie Shaft. The Contractors have advanced the South level a further distance of 32 feet, making a total of 81 feet from the Crosscut; this level has been chiefly in blank ground, with the exception of a few small bunches of poor stone in the formation.

Caledonian Underlie Shaft:—I regret to state that after 33 tons were taken out of the Stages at this Shaft, the Chute of stone mentioned in my previous report almost cut out and lost its gold. I am of the opinion that the trial crushing of 33 tons for a yield of 7 oz. 10 dr. 15 lbs. broken. Stopping has been stopped. I am surprised at the result, as I felt confident, when started to crush, the stone would yield from 5 dr. to 7 dr. to the ton. Although some of the samples show up fairly well in the prospecting dish, the gold must be very fine and has no body.

Tunnel on Great Eastern Lease:—The tunnel has been advanced a further 62 feet, making a total of 85 feet from starting point. Nothing payable has been discovered.

Battery:—20 tons of stone from Woods Flat Mine has been treated at the Company's battery for a yield of 12 ounces returned gold.

33 tons of a trial crushing from the Caledonian Underlie Shaft has been treated for a yield of 12 ounces returned gold, inclusive of a little amalgam from a trial crushing of 34 tons taken from the North level and Stages at the Caledonian Shaft (Main).

General Remarks:—After conferring with W. Best we decided to discontinue work at the Great Eastern tunnel, Caledonian Main and Underlie Shafts, and start operations near the Southern end of the Company's boundary, where I. Long is getting good stone 23 feet from boundary line, which appears to trend North. We are down 30 feet with a small prospecting shaft, and should cut the good stone after another 30 feet of sinking, which will take us about four weeks to complete.

I. Long is putting through another crushing of 20 tons at the Company's Battery, and judging from the copper plates the stone will yield over 1 oz. to the ton.

I feel very sanguine that we will get a patch of gold in our new prospecting shaft.

I remain, gentlemen,  
Yours faithfully,  
T. WATERS.

INDIAN FAMINE RELIEF FUND.

The Hon. Treasurer, (Mr. R. T. Wright) begs to acknowledge with thanks receipt of the following contributions to the above Fund.

Already Acknowledged \$348.1.03  
Entertainments in the City Hall 193.60  
Officers & Men, H.M.S. Undomated 275.48  
Hongkong-Singapore Battalion R.A. 154  
Sergeants 2nd Bn., R.W. Fusiliers 78  
First Presbyterian Church, Canton 28  
Second do. do. Ladies' Seminary 34.00  
do. do. do. Other members 31.71  
Third do. do. 18  
Additional True Light Seminary, Canton 10  
do. Second Church, Canton 10  
Yeung Kong Church, & Missionaries, Canton 30  
"A.B." 30  
K. Edgill Vaid 3  
D.R. Vassani 3

Total \$368.12.17

THE RECENT NAVAL  
MANOEUVRES IN JAPAN.

## AN INTERESTING INCIDENT.

An interesting story in connection with the recent naval manoeuvres is published in the *Osaka Asahi*. It is stated that one night during the recent manoeuvres, while a portion of the defensive squadron was keeping watch off Miyakuchi, Kajima, in the village of Kurashijima, Aki district, Hiroshima prefecture, the offensive squadron came upon them unawares, completely surrounding them, and reducing them to a hopeless position. On seeing the danger to the defensive squadron, the fishermen of Miyakuchi fitted out 20 boats, and, going to the assistance of the squadron, guided the torpedo-boats in the dark round to the rear of the enemy, whom they suddenly attacked. The enemy thereupon fled in dismay, and the defensive squadron remained victorious. One of the admirals expressed his high appreciation of the patriotic action of the fishermen, and presented them with some money in recognition of their services. The news reached the ears of Admiral Inouye, the Commander of the Kure Port Admiralty, who on the 4th inst. sent a steam launch to Miyakuchi and brought four representatives of the men to his office, where he expressed his appreciation of their patriotic action in assisting the squadron during their village. The Admiral then in the presence of the officers read a testimonial to the representatives of the fishermen and presented them with five tubs of sake.The testimonial reads as follows:—  
"In the course of the great Naval Manoeuvres given in April, 1900, the guardships at Kajima, Aki Province, were surprised by the enemy's squadron, and all the officers and men of the defensive squadron were nearly taken prisoners. On seeing this, the fishermen of Miyakuchi displayed a patriotic spirit and went to the assistance of the unfortunate squadron, by running great risk, they helped out of danger. This patriotic act of the brave fishermen ought to be a guide to others. I hereby present them with five tubs of sake in token of my appreciation of their heroic and patriotic action.""Signed: Admiral Baron Inouye."  
"Commander of the Kure Port Admiralty."

## FORMOSA AND FUKKIEN.

It is stated by the *China* that Baron Kodama, Governor-General of Formosa, and Mr. Gotō, Chief of the Civil Government Department, have interested themselves greatly in the problem of spreading Japanese influence in Fukkien. By giving substantial aid to schools, fostering the establishment of a newspaper, promoting the organization of a agricultural station, and encouraging navigation, they have succeeded in winning much public approval, so that the people of Fukkien have come to regard Japan as a most desirable neighbour, and are showing a disposition to take her for a model in everything. There are traces of the enthusiastic penman in this paragraph, but we may assume that it contains some grains of truth.—*Japan Mail*.LIBELLING THE JAPANESE  
IMPERIAL HOUSE.An extraordinary incident in connection with the recent Imperial Wedding is reported from Tokyo. Recently a small association of Christians was established at Onote-Jimbacho, Kanda, Tokyo, and a monthly paper, entitled *Happy Tidings for Young Men*, was published in connection with the Association. In its last number (No. 3) was published an article on Imperial Marriage under such heading, as "Atrocious on Human Life," "Ridiculous of a Maiden Insulted by a Powerful Authority," etc. In this article the writer commented on the Imperial Wedding in language said to be very disrespectful and distasteful to the Japanese people. Copies of the journal were distributed surreptitiously during the confusion in the rejoicings at the Imperial Wedding, and escaped notice of the authorities for a short time. Upon their discovery the editor and publisher of the paper were immediately arrested, together with two men Yamakawa Hitoshi and Morita Bunji, natives of Okayama, and subjected to examination. It is stated that both Yamakawa and Morita are young men still under age, the former being born in 1880 and the latter in 1882. In the daytime they were working on the paper, and in the evening were employed as delivery boys. It is believed that boys instigating them to write the article and surreptitiously distributing it are being made.

On the 14th inst. the paper in question was suppressed by order of the Home Minister.

The *Kobe Shinbun* says that the editor of the paper in question is a man named Yamakawa, a native of Okayama. He studied Christianity in the Doshisha, Kyoto, and on going up to Tokyo studied in a school of political science, and established a small association named the Seinen Fukuin-sha at Onote-Jimbacho, Kanda, Tokyo. The *Kobe Shinbun* adds that the paper in question is published under the supervision of a foreigner or foreigners, which seems very improbable.—*Kobe Chron*.MARQUIS ITO ON JAPANESE  
FINANCE.Addressing a meeting of business men at Hakata in Chikuzen, Marquis Ito spoke in a strain that might almost be called alarmist with reference to the exodus of specie and the excess of imports over exports. He noted that Japan had received 300 million yen in gold from China, and that she had sold war bonds amounting to 30 million yen the year before last. It was commonly supposed that the greater part of this money had been paid away for the country's increased armaments; but, in point of fact, only 160 millions or 170 millions had gone for that purpose. What had become of the remaining 230 or 240 million? There could be no doubt, the Marquis thought, that it had left the country in payment of the excess of imports which had taken place every year since the war. There was, however, no new source from which gold could be drawn, and the present drain continued, the specie reserve must gradually dwindle away, and the currency would find itself with an irredeemable note, just as had been the case before 1885, with this difference, that the misfortune would be far much more widely and keenly felt, as it had been felt then inasmuch as enterprise had become so much more active. It was idle to talk of the introduction of foreign capital as a remedy. Foreign capital would not come for the mere asking. The people must be prepared to help themselves, and without attempting to indicate any definite remedy, the Marquis earnestly directed the attention of his hearers to this all important subject.—*Japan Mail*.

A Family Secret Gut.—Teacher—You don't know what h-u-n-t spells? What does your father do when his collar button is lost? Johnny (slyly)—He says things.

BANK OF CHINA AND, JAPAN,  
LIMITED.

Report of Proceedings of the Annual Ordinary General Meeting, held on April 11, 1900.

The Fifth Annual Ordinary General Meeting of the Bank of China and Japan, Limited, was held at the Canon Street Hotel, London, on April 11th, 1900, under the presidency of William Keswick, Esq., M.P., to receive and consider the Annual Statement of Accounts and Balance Sheet, and the Report of the Directors thereon; to elect Directors in room of Mr. Wm. Keswick, Esq., M.P., and Mr. F. D. Sassoon, who, being eligible, offer themselves for re-election; and to appoint Auditors for the ensuing year.

The Chairman, in opening the proceedings, said: The General Manager will read the notice calling this meeting.

The General Manager (Mr. F. C. Bishop) having read the notice as above.

The Chairman said: Gentlemen, the Report which is in your hands, and which we will take as read, is a much less satisfactory statement of 12 months' work than the Board hoped they would have to submit to you. The reasons why the realised profit is so small are various, but the chief are the effect of the great advance in the rate of discount in the last months of the year, and an unfortunate and unexpected loss at Singapore due to the ill-judged operations in exchange of our Manager there. The year was a difficult one in exchange, as is acknowledged by all the Banks whose statements for 1899 have been published, and an institution just emerging, like ours, from the difficulties of the old Bank, and limited means, has naturally had adverse circumstances to contend with.

Still the Bank, in addition to attending to its ordinary business, has been usefully engaged in realising and dealing with the assets of the old concern, and although the Chinese Shareholders have not yet been brought to meet their engagements, the question of their liability has been transferred from Shanghai to Peking, where it is hoped the high Chinese authorities will recognise the undoubted responsibility of Shareholders and take means to enforce a settlement. The American case, which was first given in our favour (the case was alluded to at our last meeting), and then on appeal against the Bank, has now been carried into the High Court, and many of our advisers consider the likelihood is that a final decision will be given in our favour. I will now turn to the accounts, and will take first the balance sheet, which you will observe shows in the capital account the shares allotted reduced by 246 shares, due to there having been 313 shares forfeited against 67 allotted during the year.

Of the overdue calls outstanding at 31st December 1899, 236 7s. 4d. have since been received, and the outstandings at date are £8,350 12s. 4d. as compared with £14,030 18s. 2d. past due when we last met. At that time it was estimated that £2,000 would be received, but we have succeeded in recovering £5,350. Of the balance, £8,350 12s. 4d. still outstanding, we expect we shall receive at least £2,000, and that the sum at credit of "Instalment of Calls on shares not yet allotted," will be increased from £1,369 10s. 6d. to about double that amount when 645 shares applied for have been fully paid for and allotted made. Fixed deposits and current accounts, £1,083,483 7d., and bills payable and other liabilities, £65,332 18s. 7d., indicate a growing business, as they compare with £82,189 11s. 5d. and £34,765 15s. 10d. respectively in the preceding year. The fixed sterling deposits, however, have hardly changed. Loans payable, £83,000, represent advances from our bankers against security deposited. Calls paid on shares forfeited, £566 10s. represent the amount received on 313 shares previous to forfeiture, and will be applied to reduction of deficiency account in the old Bank, but pending a settlement of the shares to be forfeited on the Chinese Register, the transfer has not been made. To turn to the assets side of the balance sheet "Cash on hand and at Bankers" does not call for comment. Government Securities stand at £86,826 12s. This sum represents the value of the securities at market price on 31st December; their value at the present time is somewhat greater. The next two accounts show a satisfactory increase in business, 1899 bills receivable, £1,899,533 16s. 9d. compared with £1,898,274 6s. 7d., and 1899 loans receivable, £1,575,945 6s. 7d., compared with £1,570,332 12s. 11d. The unrealised assets of the old Bank have been reduced from £76,478 2s. 10d. to £21,797 1s., and advantage will be taken as opportunities offer of disposing of these assets favourably. It was generally accepted at our last annual meeting that the future of the Bank would depend on the results shown in the year of which the accounts are now before you. We cannot regret the profit and loss statement without a feeling of disappointment, although, as I have already intimated, there are considerations which should be accepted as minimizing the discouragement. The Board believe that it would be prudent for the Shareholders to continue the Bank for a time longer, as they consider it very important for the realisation of the old assets and also for the recovery of calls from Shareholders in the old concern that the new Bank should not be closed, but remain an active institution. The claims on the Chinese Shareholders would be seriously prejudiced were the Bank to retire from business, and your Directors are not without confidence that during the current year a more encouraging and satisfactory result will be obtained from its operations. I now beg to move.

"That the Annual Statement and Balance Sheet, and the Report of the Directors and Auditors thereon, be and are hereby adopted."

When this resolution has been seconded I shall be very pleased if Shareholders present who have any remarks to make—and their comments are invited—will avail themselves of the opportunity of saying what they desire.

Mr. David McLean: I beg to second the resolution.

The Chairman: Have you anything to say, gentlemen? After a pause, and no one rising to address the meeting, he continued: If not I will put the resolution to the meeting. Gentlemen in favour of it will signify their approval in the usual way. Those who are against it I declare that carried *non con*.

Mr. H. D. Stewart: I have now the pleasure of proposing.

"That Mr. William Keswick, M.P., and Mr. F. D. Sassoon, be re-elected Directors of the Bank."

Mr. Egbert Iveson: I have much pleasure in seconding that.

Mr. Stewart put the motion to the meeting, and it was carried unanimously.

The Chairman: The appointment of Auditors is the next business.

Mr. D. Rutherford: I have much pleasure in proposing.

"That Messrs. Turquand, Youngs, Bishop and Clarke, be re-elected Auditors for the current year."

Mr. S. Gillilan: I have much pleasure in seconding that resolution.

The Chairman put the motion to the meeting, and having declared it carried unanimously, said: That concludes that business of the meeting, gentlemen.

The proceedings then terminated.

THE RECENT EARTHQUAKE IN  
JAPAN.Intelligence from the north, says the *Japan Mail* of 15th inst., indicates that the earthquake caused much more damage than the first reports led us to suppose. In Tokyo and Yokohama only one shock was felt, but in Sendai, Fukushima and Miyagi there was a succession of tremors, and the people seemed to have been thrown into considerable alarm. The first hypothesis, namely, that the centre of disturbance was in the sea off Rikuzen and that the shock had its origin in a subsidence at the Tsurucara Deep, is now abandoned in favour of a supposition that the seismic energy was volcanic, but as usual the conviction is confirmed that these phenomena defy the explanations of scientists. Accurate details of the damage done have not been collected, but it is stated that in Sendai 40 houses were more or less injured and 5 people wounded in Fukushima, 12 houses suffered; in Togo-gai (Miyagi Prefecture), 30 houses were overthrown and many persons and animals were injured, and from Iwanuma comes a similar report. The railway also has suffered between Senzime and Kurohida and in the neighbourhood of Hanaizumi.

## KEROSENE IN YEZO.

Numerous reports are reaching Tokyo of kerosene wealth in Hokkaido. It is alleged that the island offers prospects not inferior to Echigo. The places where oil is said to exist are numerous. At Nukimura on Soya-strait considerable quantities can be obtained without recourse to machine-boring. A fact the oil has long overflowed in the sea, and local knowledge of the phenomenon is attested by the fact that, in stormy weather, boats have been in the habit of passing near Nakimi-mura as the sea there is always comparatively calm. Also at Nigori-kawa near Hakodate, at Kayauma-gori near Shirishiri, at Itabetsu on a branch stream of the Uru River, at Kotanamura and Tsukimura near Sapporo, and, finally, in the neighbourhood of Abashiri, rumour alleges that rich wells exist, at some of which a hundred bushels a day may be obtained by ordinary digging without any machinery. The names of Messrs. Okura, Kibachiro and Amemura are mentioned in connection with the enterprise. They are said to have acquired, or applied for, leases of some of the wells. It will strike our readers that Japan is beginning to reveal a wealth of mineral deposits not hitherto suspected. Hokkaido with its coal, its gold, and its kerosene may prove a veritable treasure island. Iron is now the great desideratum. If some one could discover really rich deposits of that ore, the country would be happy.—*Japan Mail*.

## SHIPPING REPO TS.

Capt. G. Payne, of the steamship *Kumtong*, from Singapore, reports:—Light variable winds and fine weather.Captain J. T. Douglas, of the steamship *Formosa*, from Tientsin and Amoy, reports:—Tansui to Amoy moderate N. wind and sea, with fine clear weather. Amoy to Breaker Point fresh S.W. wind, moderate sea and hazy weather, with occasional rain. Breaker Point to Hongkong moderate S.W. wind and sea with fine clear weather. Vessels in Amoy on the 21st inst.:—*Wachang*, *Taiwan*, *Pechili*, *Szechuen*, and *Neuchwang*.

## NOTANDA.

## CALENDAR.

Meteorological means based on ten years' observations to 1899.  
Barometer ..... 29.867  
Thermometer ..... 76.2  
Humidity ..... 84.0  
Rainfall ..... 15.0TO-DAY.  
WEATHER REPORT.  
On date at 10 a.m. On date at 4 p.m.Barometer ..... 29.860 29.74  
Temperature ..... 84 85  
Humidity ..... 77 74  
Rainfall ..... 0.08TO-DAY.  
Wednesday, 23rd May, 1900.  
Chinese—25th of 4th moon of 26th year of K'uang-hsi.Sun—Rises ..... 6h. 19min.  
Sets ..... 6h. 34min.  
Moon—in Equator 10h. 10m.High water—Morning ..... 4h. 45min.  
Afternoon ..... 4h. 10min.  
Low water—Morning ..... 10h. 10min.  
Afternoon ..... 10h. 50min.ANNIVERSARIES.  
1898—The American Legation at Tokio, burnt.  
1868—Loss of the P. & O. steamer *Remora* on the Fishermen's Group.  
1884—Fall of Derby.  
1898—Japanese evacuate Wei-hai-wei.  
1899—U.S.S. *Olympic* with Admiral Dewey on board arrives in Hongkong.TO-MORROW.  
Thursday, 24th May, 1900.  
Chinese—26th of 4th moon of 26th year of K'uang-hsi.Sun—Rises ..... 6h. 19min.  
Sets ..... 6h. 34min.  
High water—Morning ..... 5h. 55min.  
Afternoon ..... 5h. 30min.  
Low water—Morning ..... 11h. 40min.  
Afternoon ..... 11h. 38min.ANNIVERSARIES.  
1819—Queen Victoria born.  
1839—Capt. Elliot and all British subjects left Canton for Macao.  
1871—Massacre of the Archbishop of Paris and other hostages.  
1880—Prince Heinrich of Prussia acted as joint host with Governor Hennessy in receiving the Duke of Genoa and the community of Hongkong at Government House.1890—Massacre of Christians at Canby by Turkish soldiers.  
1898—Philippines receive arms and ammunition from Americans. British flag hoisted at Wei-hai-wei.  
1899—Mr. Jackson of the Hongkong & S. B. Knighted, Col. Mainwaring received C.M.G.

## AGENDA.

TO-MORROW.  
Queen's Birthday.  
O. S. Co's steamer *Idemitsu* leaves for Liverpool (direct) via Suez Canal.  
Noon—J. & O. steamer *Japan* leaves for London etc.3 p.m.—J. & O. steamer *Yuenang* leaves for Manila.  
FRIDAY, 25th.  
Noon—N. Y. K. steamer *Mitaka* leaves for Bombay via Singapore etc.  
4 p.m.—N. Y. K. steamer *Maru* leaves for Australia etc.4 p.m.—C. & M. S. N. Co's steamer *Emeralda* leaves for Manila, Iloilo and Cebu. Cargo ex India subject to rent.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
American (*Nippon Maru*) to-morrow.  
English (*Yippon*) 25th inst.  
Tosawa (*Oryzator*) 26th inst.  
Australian (*Australian*) 27th inst.  
Canadian (*Empress of China*) 29th inst.  
German (*Hamburg*) 29th inst.  
German (*Oldenburg*) 30th inst.  
American (*City of Rio de Janeiro*) 1st prox.  
American (*Copli*) 8th prox.The P. & O. S. N. Co's steamer *Mazagon*, left Singapore for this port to-day, at 6 a.m., the 23rd inst.The P. & O. S. N. Co's steamer *Mastilia*, from China, arrived in London on Monday evening the 21st inst.The P. M. S. S. Co's steamer *City of Peking*, with mails etc., which left here April 21st for San Francisco, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 20th inst.The Canadian Pacific Railway Co's R.M.S. *Empress of China*, arrived Yokohama on Tuesday, the 22nd inst., at 1 p.m., and left again at 5 p.m., same day for Kobe, where she is due to arrive Wednesday, the 23rd inst., at 4 p.m.HONGKONG AND WHAMPOA DOCK RETURNS.  
U.S.S. *Brooklyn* ..... at Kowloon Dock.  
U.S.S. *Monterey* ..... " "  
H. H. Smith ..... " "  
Hutton ..... " "  
Tatung ..... " "  
Indepcon ..... " "  
Pensylvania ..... " "ARRIVALS.  
FORMOSA, British steamer, 674, J. T. Douglas, 22nd May.—Tamsui and Amoy 21st May, General.—Douglas, Laprak & Co.  
KALAN, British steamer, 1,183, J. S. Roach, 22nd May.—Wuhu 17th May, Rice.—Butterfield & Swire.  
TAIWAN MARU, Japanese steamer, 1,482, H. Miki, 22nd May.—Moji 16th May, Coal.—Nissan Bussan Kaisha.  
KUMSANG, British steamer, 2,078, G. Payne,



## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from The Official Administrator to Sell by PUBLIC AUCTION, For Account of the Estate of the Late A. W. UPTON and S. B. TERRY, deceased, on

FRIDAY, the 25th May, 1900,

at their SALES ROOM, 111, HILL STREET, SUNDRY GOODS & EFFECTS, Consisting of:

SUNDRY CLOTHING, TRAVELLING BAGS and TRUNKS, &c. &c.

TERMS:—As Usual.

HUGHES & HUGHES, Government Auctioneers, Hongkong, 22nd May, 1900. [663b]



## GOVERNMENT NOTIFICATION.

No. 219.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Office of the Public Works Department, on

MONDAY,

the 28th day of May, 1900, at 3 P.M., are published for general information.

By Command,

F. H. MAY,

Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 12th May, 1900. [656b]

Particulars and Conditions of the letting by Public Auction, to be held on Monday, the 28th day of May, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of SIX LOTS of CROWN LAND, at Mong Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot.	Area.	Boundaries.	Remarks.
1.	1.0000	...	...
2.	1.0000	...	...
3.	1.0000	...	...
4.	1.0000	...	...
5.	1.0000	...	...
6.	1.0000	...	...

## Masonic.

## VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 28th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 22nd May, 1900. [664b]

## Insurances.

## SALAMANDER FIRE INSURANCE CO. NOTICE.

THE UNDERSIGNED, having been appointed AGENTS for the above COMPANY, are prepared to accept Risks against FIRE at CURRENT RATES. HQT, STACOE & CO. Hongkong, 31st March, 1900. [622b]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 28th May, 1899. [630]

## To be Let.

TO LET.

"HARFORD" MAGAZINE GAP. GROUND FLOOR, 52, PEARL STREET. "THE RETREAT"—MOUNT KELLET. 5, RIVINGTON TERRACE. "GLENIFER," KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 8th May, 1900. [621]

## Consignees.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"INDIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—From Trieste, ex S.S. Imperatrix and Imperator transhipped at Bombay. From Venice, ex S.S. Carlotta, Massimiliano and Electra transhipped at Trieste. From Levante, ex S.S. Vorwarts transhipped at Port Said.

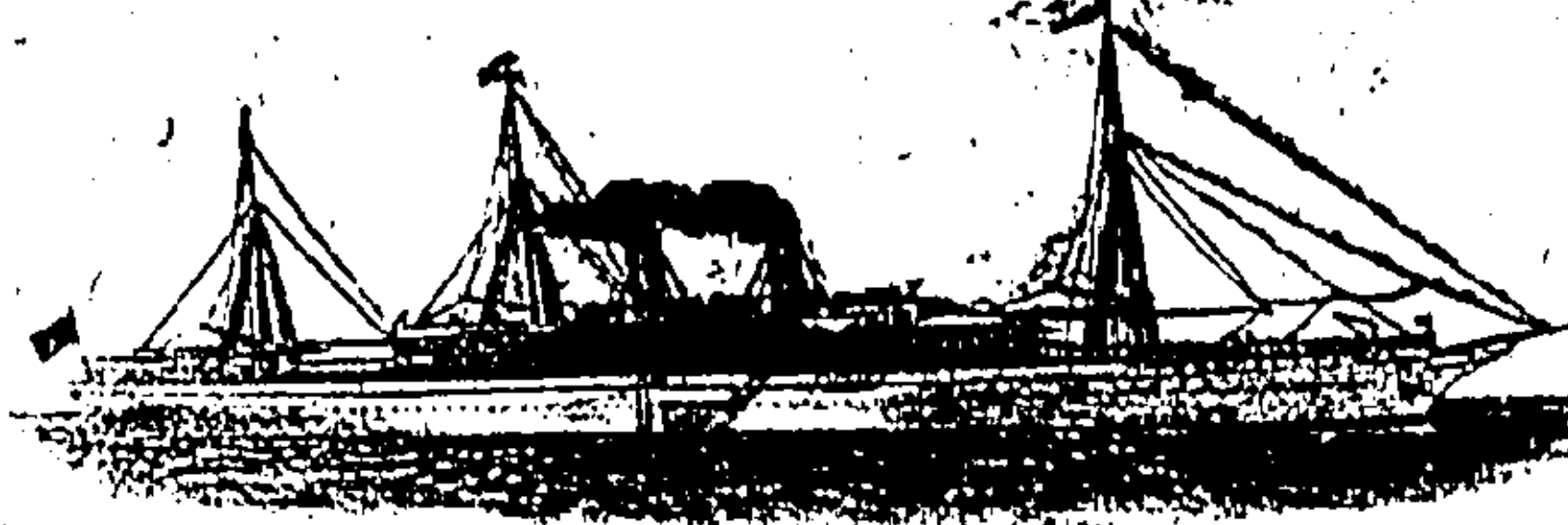
Optional Cargo will be discharged here unless Notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 25th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 19th May, 1900. [623b]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 6th June.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th June.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 18th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Hongkong, 19th May, 1900. [63]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenholm...4,421 A. Jackson...June 2  
Glenholm...2,874 W. Frakes...June 3  
Queen Adelaide...2,832 J. F. McNair...July 23  
Duke of York...3,821 J. S. Con...July 28

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Pracmer...3,601 W. Watt...June 9  
Argyll...2,997 Thompson...June 30  
Montenap...2,874 W.A. Evans...Aug. 4  
Pracmer...3,601 W. Watt...Aug. 25

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 19th May, 1900. [64]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King...3,379 about June 20  
Thyra...3,812 about July 20

## THE Steamship

"BELGIAN KING," will be despatched for KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 21st May, 1900. [62b]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 26th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent. Hongkong, 12th May, 1900. [65]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th June, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 19th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent. Hongkong, 23rd May, 1900. [62]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU...S. Kawamura	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 25th May, at Noon.
KASUGA MARU...E. W. Haswell	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.
FUTABA MARU...J. Thom	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 26th May, at Noon.
HAKATA MARU...F. L. Sommer	MARSEILLES, LONDON & ANTWERP, via STRAITS, COLOMBO and PORT SAID	FRIDAY, 1st June, at Daylight.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 21st May, 1900. [66]

## NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



## HAMBURG-AMERIKA LINE.

(Freight Service.)

## PROPOSED SAILINGS FROM HONGKONG: SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SARNIA...Fuchs	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	6th June, at Noon. Freight and Passage.
AMBRIA...Burnmeister	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 21st June. Freight.
SAMHIA...G. Schmidt	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 30th June. Freight.
FREIBURG...Feyen	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 6th July. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 26th June, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st July, at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 31st instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent. Hongkong, 9th May, 1900. [7]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th June, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 5th July, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 31st July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 9th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

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C. L. GORHAM, Acting Agent. Hongkong, 1st May, 1900. [11]

## Intimations.







